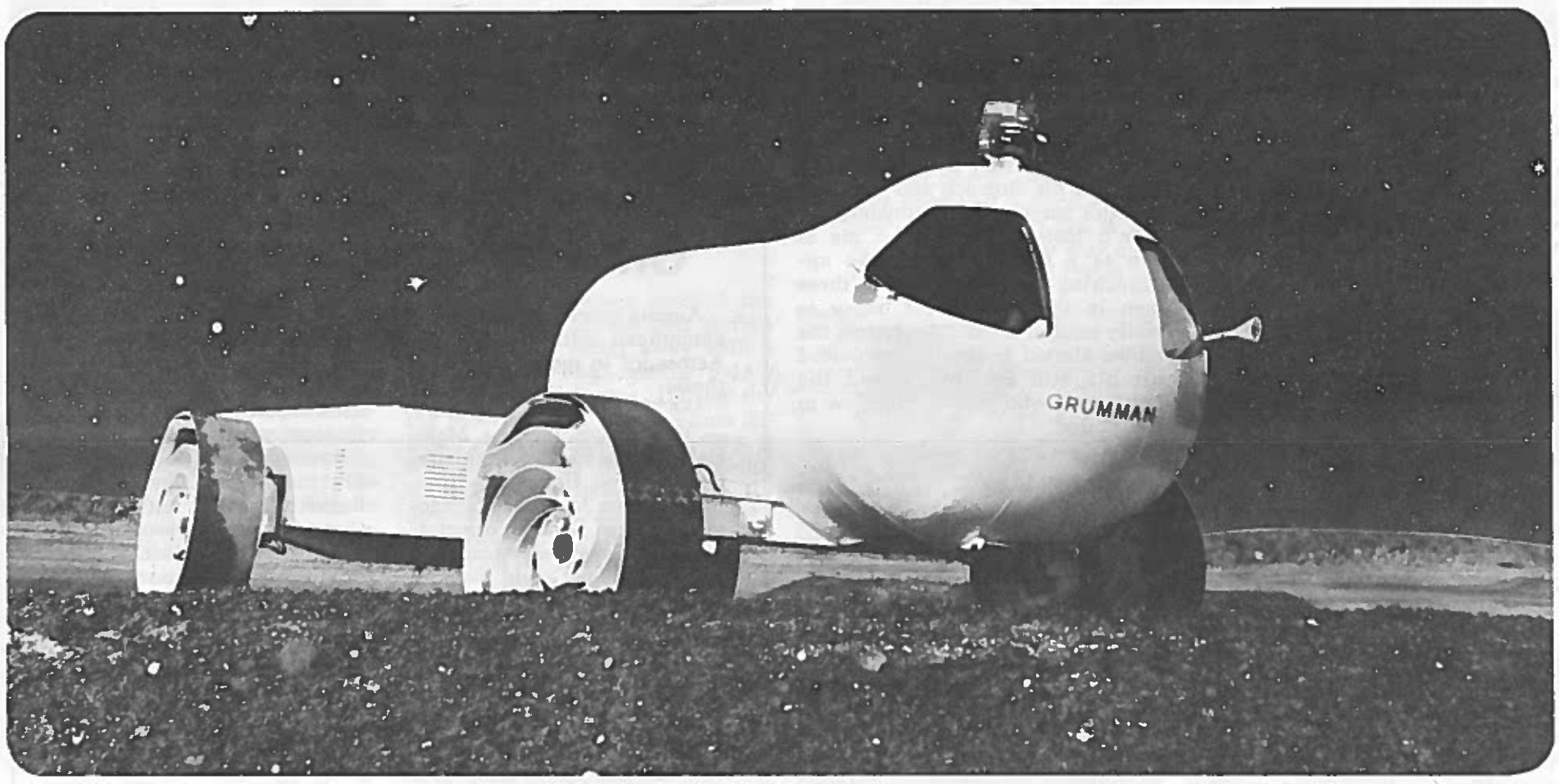
GRUMMAN
plane news
Vol. 34, No. 5, Bethpage, N.Y., March 14, 1975



Silent reminder of space age on first and final journey

Though it never did get to show what it could do on the surface of the moon, the Grumman Molab did a little travelling last week ... and when the trip was completed, the research vehicle designed and built by Grumman in the early '60s had navigated the route (with a little motor transport assistance) from its home at Calverton for the past 10 years to one destined to be its final resting place at the Nassau County Air and Space Museum.

For those whose memories have become somewhat dimmed by intervening events, and for younger members of the Grumman family who weren't on the scene at the time, the Molab caused quite a stir when it was unveiled before a crowd of reporters and television commentators in 1965. The Molab (for Mobile Base Laboratory), with test pilot Bob Smyth at the controls, rumbled over a two-acre cratered landscape of cinders, coal dust, and cement, contoured to match the lunar surface recorded on photographs by the Ranger spacecraft.

Lunar locomotion

Grumman engineers had been working on the vehicle's design since 1960 to provide American astronauts with a means of conveyance on the moon so that they could roam far and wide (its operational range was estimated at 250 miles) during lunar stays. From the Grumman Molab and similar vehicles developed by other aerospace firms, there evolved the lunar roving vehicle used by astronauts to explore the moon's surface during the Apollo 16 and 17 missions.

Although neither the vehicle nor any recognizable offspring ever did get off the ground, the Molab was an interesting approach to the challenge of lunar locomotion. The full-scale vehicle was composed of two sections: a forward module, or cabin, for the crew and an unmanned aft module, or trailer, for carrying equipment and rock samples. The four-wheeled vehicle had an overall length of 31 feet. The cabin, designed to be pressurized for shirt-sleeve environment, contained controls, crew seats, work and rest areas, communications equipment, and environmental control systems. The Metalastic wheels, designed by Grumman engineer Ed Markow, were made of metal wrapped around curved aluminum spokes, which permitted the wheel to spread under load, thus distributing the vehicle's weight over a larger area. This larger "footprint" was expected to provide greater traction in the dust and volcanic ash that most scientists then (1965) expected the astronauts to encounter on the moon. And the laboratory was designed so that it could be expanded: modules could be added on, one after another, until it became, in effect, a moon train.

Helped forge development

Alas, the Grumman Mobile Base Laboratory never reached the heights ... but it did help forge the way for the lighter, speedier lunar rover which whisked American astronauts over the lunar surface

(Continued on page 4)

Sheehan stands in as hero in cops-and-robber drama

At a solemn Awards and Presentations ceremony at the Suffolk County Police Academy in Westhampton, Police Commissioner Eugene Kelley presented Grummanite Barney Sheehan with the Civilian Award for "heroic assistance to a police officer." The events leading up to the awards ceremony began a little over eight months ago.

Barney Sheehan and his wife Evelyn rarely go to the movies ... but one night last June they went to a Northport theatre and by the end of the night Barney thought he was in the middle of a movie — a cops and robbers one at that.

While his wife went to find a seat, Barney had stopped by the cashier's office to visit some friends when a man brandishing a gun walked into the office. Barney recalls that no one paid him much attention until the robber grabbed Barney around the neck from behind and demanded all the money.

Of course, everyone obliged. Then the bandit ran out of the theatre. "I don't really know what came over me," said Barney, "but I do know that I was very mad at the way he kept prodding that snub-nosed pistol at my stomach ... so I ran after him."

Barney followed the robber on the run across the street into a parking lot and Suffolk County Police officer Sidney Cymbalsky joined the pursuit.

"I remember warning the police officer that the guy had a gun. He told me to stay back because I didn't." But Barney started to case out the parking lot on his own, and the next thing Barney knew he was standing face-to-face with the armed bandit ... again.

What did Barney do? "I stuck my finger in his stomach and told him to 'stick'em up.' Unfortunately, he didn't. Instead, he grabbed me to use as a shield against the approaching policeman." All three men in the parking lot began to circle around a car. "Everytime the robber started to fire his revolver, I hit his arm and he missed the policeman who was circling low to the ground."

'Didn't want to go'

By this time, sirens could be heard throughout the area, and the bandit panicked. "He wanted to take me with him as a hostage, but I didn't want to go ... I think I was still a little crushed that he didn't stick'em up when I told him to."

Eventually the robber let go of Barney's neck and ran. Cymbalsky fired four shots past Barney's shoulder at the bandit but none hit the target ... but the bandit did drop his heist and ran. (Later, however, he was captured.)

When it was all over, Barney and Cymbalsky both agreed that it was just like the movies. "Though it now seems like a cops-and-robbers comedy flick," said Barney, "after it was all over, I was scared."

Now everyone in his family, neighbors, and many of his friends at Grumman view Barney as somewhat of a hero — though Barney himself says: "I guess I was very foolish. Sometimes, you never know how you will react in a situation like that."

That night after Barney received the Civilian Award, which is the highest award bestowed by the Suffolk County Police to a member of the community, Barney flew to California on a field service assignment ... just like he's been doing for the past 33 years at Grumman.

Police salute. Suffolk County Police Commissioner Eugene Kelley was on hand to personally salute Barney Sheehan (R) for his assist to police during ceremony at Police Academy in Westhampton. Sheehan, a former Marine, flew out to California following the presentation on field assignment at Marine Base at El Toro. (Photo by Ed Finnick)

Be a name-dropper ...

Gus D'Errico, who heads Employee Services Offices, reports that new items being carried in the Flight Shop are going like the proverbial hot cakes, and they are proving so popular that Gus has already had to reorder several of the attractions. Among the feature attractions are sport jackets (royal blue nylon, all sizes, and washable) that sport a white Grumman logo; sweatshirts (white and grey) with F-14 Tomcat "Anytime Baby" logo; and T-shirts with the F-14 "Anytime Baby" logo, as well.

And don't forget, for the outdoorsperson, ESO still has a supply of Grumman canoes in stock that can be obtained at reduced rates. For more information, stop in at any ESO office or call Ext. 3391.

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N. Y. 11714, as a function of the Public Affairs Dept., Vice President J. B. Rettaliata, director.

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Change in assignments

Among recent appointments announced within Grumman Aerosapce in recent weeks are these:

MATERIAL MANAGEMENT — Tom Forbes, director, Material Management Administration; George Haggerty, director, Program Material Management; Alfred Canedo, director, Material, Systems, Procedures, and Training; Gerald Rabkin, director, Material Planning; and Allan Kane, deputy director, Material Planning.

TECHNICAL OPERATIONS — Henry Loshigian, project leader, RAVES, System Engineering; Jack Mahon, group head, Chemical Processes and Composites, Materials & Processes; and in Product Support, Don Fries, manager, E-2 Supply Operations; Dick Burrell, project manager, and Mike Mustapich, assistant project manager, F-14A Supply Operations; Tom Marinus, assistant project manager, F-14 (Iran) Supply Operations; Charles Schuhlein, Equipment Technology manager, Space; Gordon Woodruff, manager, Support Program Controls, Special Products; Remo (Ray) DiTieri, project engineer, E-2 Electrical/Electronic, Equipment Technology; Victor Zourides, group head, Electrical Circuit and Power Equipment, Equipment Technology; Mike Masica, project engineer, Equipment Technology; Jim Reed, Support Program manager, Advanced Radar Processing System.

Also from TECHNICAL OPERATIONS, Mike Veterito, project leader, EA-6B; Edward Sweeney, project engineer, EF-111A; John Wallace, project leader, EF-111A; and Sanford Cines, subsystems project engineer, EF-111A, all of Design Engineering; Morton Propper, Engineering manager, EF-111 Program, and Edwin Stiehle, project engineer, Product Definition System, both of Product Engineering; Gerald Mellman, system project leader, EF-111A system project leader, and Laurence Helmer, system project engineer, EF-111A, both of System Engineering.

STUART OPERATIONS — Dan Strauss, manager, Quality Control; CONTRACTS — Ellsworth (Rick) Baker, in addition to his duties as Contracts manager-Aircraft Programs, is appointed deputy director for Contract Administration; Alexander Harrisiadis, in addition to his duties as Contracts manager-Commercial Programs is appointed deputy director for Contract Negotiations; ELECTRONIC WARFARE PROGRAMS — Don King, deputy director, EW Programs; Dan O'Neill, program manager, EA-6B; Tom Street, program manager, EF-111A; Bob Salzmann, assistant program manager, EF-111A.

They find easy way is route to big payoffs

With an estimated total of a million dollars in first-year annual savings, the Suggestion Awards for last month demonstrate that February, though short, is far from a slow month.

Senior leadman Sal Licciardello of Plant 3 scored top honors by earning $1,575 (face value) in U.S. Savings Bonds — his second money award from the program. Like his two other awards, Licciardello's latest idea helps cut down on hours and money expended on the subassembly of F-14 wings.

Originally, attachment of the ribs to the F-14's top wing cover took place almost entirely in the first-stage vertical wing fixture, requiring as many as five people working at the same time within that limited area. Licciardello's idea was to spread out the job so that it required only one or two people working at separate stages of the wing-cover assembly. This multi-stage assembly was carried out without the cost and difficulty of using additional assembly fixtures, too. Licciardello suggested using vac-u-lift fixtures instead to keep the top wing-cover in its slightly curved configuration in order to affix the ribs and related structural parts.

"My main concern," says Licciardello about his suggestion submissions, "is to make things easier for the people working in my area — and to cut down on the hours for that assembly." That Licciardello did; last month's suggestion resulted in a sharp reduction of production hours in his area.

Licciardello feels that the suggestion program helps in other ways. "The program's a good idea," he says, "because it gives an incentive to people to look at the way they do the job to see how they can do it better." Apparently a lot of people in the F-14 Wing Assembly Department are doing just that. The walls of the department office are covered with announcements and stories about suggestion award winners in the department; one quarter of the department's 60-person workforce has won money awards in the last year or so.

A small but big problem

The second big award winner had a smaller idea that paid off in big results, $1,225 in Savings Bonds. Bob Dawson of Plant 6, electrical installer for the A-6E avionics package, (now recuperating at home following an auto accident) suggested preforming transmission lines for the A-6E's radar antennas to cut down on parts rejection and forming time. To connect them with the radar antennas, the stainless steel-coated transmission lines required a sharp curve or bend, previously formed entirely by hand.

Stainless steel, however, is a very difficult metal to work cold, so Dawson, looking for a better method, hit upon a simple two-spool metal tool that would allow workers to form a transmission line into its tight curve, slowly and easily. Dawson's idea not only cut down on breakage of the expensive transmission lines, it also permitted quicker production times and relieved his co-workers of their thumb-numbing task.

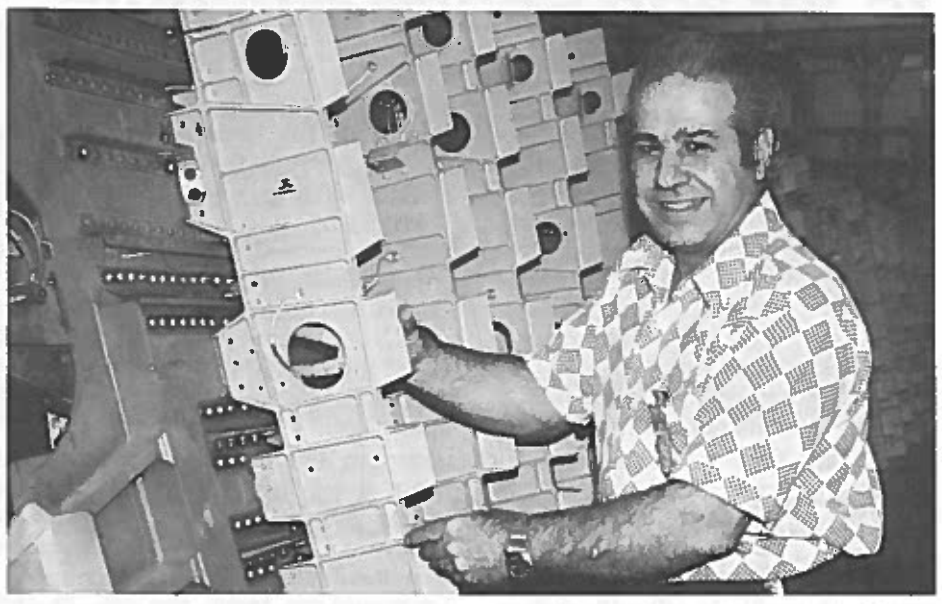
The tool Dawson developed, while similar to the tube benders used for forming hydraulic lines, required many hours of work to perfect. Dawson started work on the problem when he was prompted in part by his supervisor's suggestion that "there must be a better way." The results, though, in time saved and fewer hassles during the forming process, paid off on the job as well as personally.

Happy accident

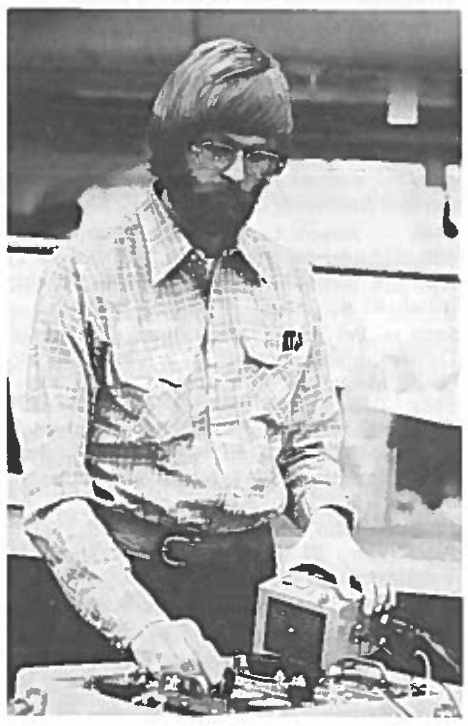
A happy accident formed the basis of plane captain Dick Bulla's suggestion for doing away with a troublesome "bug" in the F-14's dual control actuator. During the big push at Plant 7 for on-time delivery of the aircraft in late 1973, it was discovered that a back-up, emergency system for manually operating the throttle on the F-14 engines was interfering with the operation of the primary motor-driven system. The back-up cable system, which is connected both to the throttle lever and the motor that controls the engines, seemed to stubbornly lag behind the motor and throttle action, creating a very stiff throttle "feel."

After considerable experimentation, Bulla found that the fault was not so much in the throttle cables themselves as in the lack of "slack" in the cables during operation. More or less at random, Bulla tried inserting different pieces of work hardware in the system, finally trying an undersize bolt as a fastener for the cable connector to the throttle control lever ... and found that the tug-of-war between cable system and mechanical system mysteriously disappeared. Further investigation showed that the undersize bolt, fitting loosely in its hole, provided the needed "play" in the system to allow the cable to catch up with the motor-driven system. "It's like giving the motor a head start," Bulla explains. As a result, the less-rigid cable system now allows for the slight lag between the parallel control systems.

The $1,125 award is Bulla's third. His first was for $50, his second for $150. "It seems like I'm getting better," he observed with some understatement.



The look of success. Three of February's four big winners (Bob Dawson is recuperating from an accident) show what earned them their four-figure awards. Sal Licciardello, Plant 3, (top) developed a faster way to perform F-14 wing sub-assembly – and won $1,575 (face value) in U.S. Savings Bonds. Dick Bulla, Plant 7, (below left) successfully diagnosed and corrected a glich in the F-14's standby fuel control actuator, a diagnosis worth $1,125 in bonds. And Mike Schunk, Plant 6, (below right) found a better way to isolate two electronic systems in the F-14 harness wiring for $1,025 in bonds.



The mother of invention

Electrical tester Michael Schunk believes "necessity is the mother of invention." In Schunk's case, the step-father was experience; "I enjoy what I do and I enjoy working with electricity," he says. The winning combination netted him $1,025 in bonds.

Schunk earned his award by devising a way of better isolating the two systems for the harness wiring in the F-14 fuel system, thereby reducing by more than 16 hours the amount of time necessary when trouble shooting and rewiring are required.

Schunk, who works nights at Plant 6, has submitted a total of three suggestions, including one for improving the fabrication of F-14 fuel pins, in conjunction with Bill Sinski. This second suggestion netted him an additional $200 last month, for a February total of $1,225 — not bad work for someone who completed his first year at Grumman just last December.

"Unless you want to do a lot of extra work, you come up with better ways," he says in explaining the

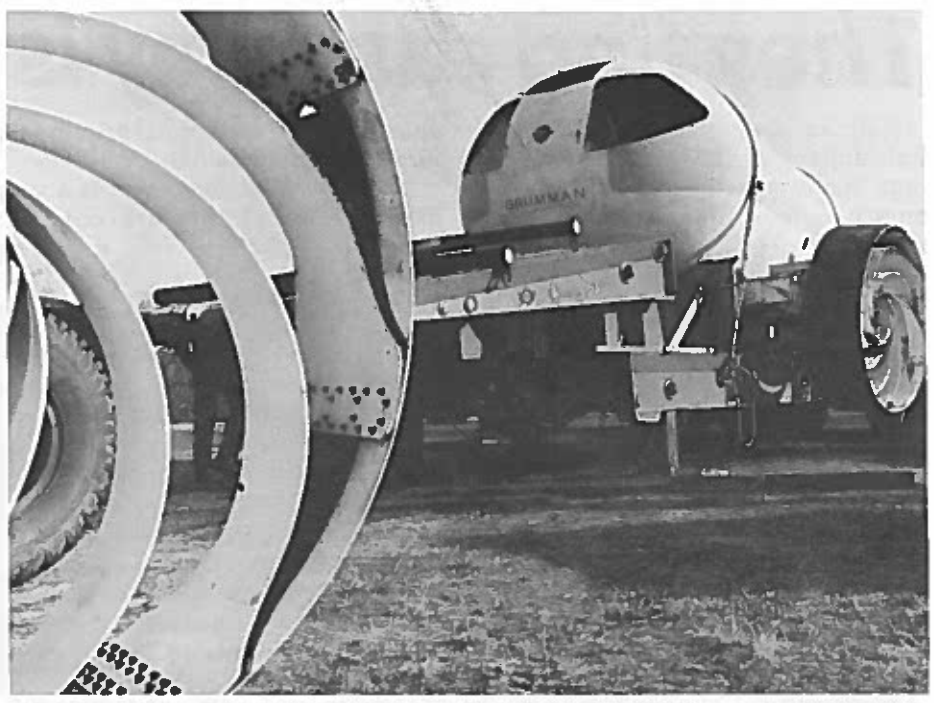
(Continued on page 4)

Molab makes final journey to Air and Space Museum

(Continued from page 1)

while millions of television viewers watched the historic proceedings.

So it was with some poignancy that those associated with the original Molab project watched the unusual looking vehicle loaded aboard a motor transport and sent on its way. And though the crowd of onlookers was much smaller and not as nationally distinguished as the first assemblage that greeted the introduction of the Molab 10 years ago, there were some photographers to record the event for posterity. Starting in July 1976, the Grumman Molab will be on display at the Nassau County Air and Space Museum, located at Mitchel Field. To some Molab might now be only a curiosity piece; to those at Grumman who were associated with its development, it will always be one of man's stepping stones into the space age.



Going on display. Forward module of Mobile Base Laboratory, secured aboard a Nassau County Parks and Recreation department truck, is ready to begin trip to Air and Space Museum where it will go on display in July of '76. In the foreground is a Metalastic wheel, a Grumman development, that was designed especially for the vehicle in early '60s.

Ideas reap big bond payoff

(Continued from page 3)

reason he regularly submits suggestions every time an idea strikes him.

Other awards were:

$950 — Jefferson Coleman, EB Weld. Prod., Pl. 2.

$775 — Charles Saunders, Rec. Inspect., Pl. 24.

$625 — John Schaefer, Prod. Flt., Pl. 7.

$600 — William Woltmann, Insp.-Mech., Pl. 3; Dominick Chiaiese/Frank Neri, Jr., Fluids, Pl. 6; John Impagliazzo, Flt. Accept., Pl. 7.

$550 — William Gross, Mach. Shop, Pl. 56.

$525 — John Ferry, Parts Control, Pl. 3.

$500 — Clement Joie Jr./Salvatore Tranchina, Sub-Assy. Major, Pl. 1; Thomas Connor/Edward Zbibkowski, Wing Major Assy., Pl. 3; Eugene Beresford, Flt. Test, Pl. 7.

$475 — Norbert Alberts, Final Assy., Pl. 6; Gordon Anderson, Mach. Shop, Pl. 58.

$400 — Joseph Cavola, Adv. Composites; Alfred Andrews, Mech. Insp., both of Pl. 3; William Sinski/Michael Schunk, Elect. Instal., Pl. 6.

$300 — Pat Troise, Mech. Insp. and Martin Dahlem, Maint., both of Pl. 2; John Knespler, Conv. Mach., Pl. 3; Vincent Crocco, Meas. Stds. Lab., Pl. 6; Jurgen Wiehl/Dennis Statuch, Elect. Design, Pl. 35, and Joseph Grech, Mfg. Engg., Pl. 43; George Huber, Elect. Box Fab., Pl. 43; Jerry Lambert, Mach. Shop, Pl. 56.

$250 — John Kielbasa/Fred Reisert, Small Parts. Fab., Pl. 3; Ralph Warren/Martinus VanEssendelft, Final Assy., Pl. 6; Ronald Fagan/Ernest Maines, Avionics, Pl. 7.

$225 — Ray Harris, Power Plant, Pl. 77.

$200 — Gregory Dale/Warren Fletcher, Final Assy., Pl. 1; Albert Schmidt, NC Mach.; Adolph Marinucci, Small Parts Fab., both of Pl. 3; Ronald Fagan, Avionics, Pl. 7; Robert Tiedemann/Cesar Marin, Tool Fab., Pl. 16; Arthur Mauriello, Sub.-Assy., Pl. 27; Erwin Giesemann/Irvin Wiggins, Inventory Control, Pl. 30; Les Becker, Release & Control, Pl. 35; Michael Carfora, Avionic Prod., Pl. 43; Pete Oates, F-14 Sub-Assy., Pl. 77.

$175 — Joseph Blanche, Sub.-Assy. Major, Pl. 1; Nunzio Dicce, Prototype; Ralph Moccio, Mech. Insp., both of Pl. 2; Nicholas Maniscalco, Avionics; Frank Schwab, Elect. Instal., both of Pl. 6.

$150 — Giacinto Lanfranco, Small Parts Fab., Pl. 3; Joseph Forde, Elect. Pkg., Pl. 5; Norbert Alberts [a two-time winner], Eugene Burbol/Ray Russo; Ralph Warren/Joseph Taglieri, all of Final Assy.; Arthur Gross/Walter Gatz, Final Assy., and Irving Freling, Assy. Insp., all of Pl. 6; Dominick Agiesta, Insp.-Tooling, Pl. 11.

$125 — Charles Jones, Sub-Assy. Major, Pl. 1; Joseph Mattera, Hydraulics; Lawrence Fontana, Steel Parts Assy., both of Pl. 2; Robert Reed; Frank Lester, both of Parts Paint, Pl. 3; Charles Jazombek, Meas. Stds.; John Ryan, Meas. Std. Lab.; Robert Wesolowski, Engine; Tom Sirianni, Transportation, all of Pl. 6.

$100 — Edward Haroff, Tool Maint.; Robert Bidonde, Equip. Lines; Frank Bollero, Elect. Mech. Des.; John Lee, Struct. Design, all of Pl. 1; Richard Fossing; Michael Sheehan, both of Methods Engg., Pl. 2; James Barnes, Method Engg., Pl. 3; Hazel Kellogg/Dorothy Hopkins, both of Elect. Box Fab., Pl. 5; Robert DeSolms, Meas. Stds. Lab., Pl. 6; James Hart, A6E — Tram/Edward Harrison, Avionics Dev., Pl. 7; Eugene Stapleton, Avionics Repair; Daniel McKeown, VAST, both of Pl. 8; Dominick Agiesta, Tooling Insp., Pl. 11; Robert Williams, Sys. Des. Engg., Pl. 15; Charles Saunders, Rec.-Insp., Pl. 24; Lawrence Anderson/Erich Brugmann, both of R.F. Engg. Supp.; Sebastian Pangallo, Elect. & Electron Des., all of Pl. 25; Irving Minsky, Purchasing, Pl. 30; Angelo Marzella, Struct. Des., Pl. 73.

$75 — John Caulfield, Fuse. Sub-Assy., Pl. 1; George Sturiale, Press, Pl. 2; Barry Bopp, Struct. Engg.; Charles Beolchi; Richard Wasenius, both of Final Assy.; Robert Brummer, Gov't. Matl. Cont.; two-time winners Ralph Warren, Martinus VanEssendelft, both of Final Assy., and Stanley Orlasky, Assy. Inspect., all of Pl. 6.

$50 — Roger Toole, F-14 — PPO, Pl. 1; Joseph Beck Jr., Spec. Tooling Ops., Pl. 2; Sharon Grosser, Corp. Plng. & Budg.; Frank Bartlett, Mach. Engg., both of Pl. 5; Robert Latour, Avionics Repair, Pl. 8; Burton Roberts, Sys. Implem., Pl. 15; Steve Jacobs, Config. Data Mgmt., Pl. 25; Maurice Junod, F-14 Sub.-Assy., Pl. 77.

Certificate of Excellence: John McNamara, Facl. Maint.; Bruce Abel, Equip. Engg., both of Pl. 30.

Looking for swap ...

A Grummanite now stationed at the Naval Air Station, Miramar, California, for Grumman Aerospace, wants to spend part of the summer back on the Island and is hoping that someone with a permanent residence on Long Island would like to see the West Coast this summer. The ad reads this way: Grummanite has five bedroom home with swimming pool in San Diego, Cal. Would like to swap houses with L.I. Grummanite, Aug.-Sept. time frame for vacation/visit. Those interested should write AFR — P.O. Box 45316, NAS Miramar, San Diego, CA 92145.

GAA gets heavy response during membership drive

This year's Grumman Athletic Association membership drive is going strong ... and it's not even half-way over with. According to Mike Cherry who's directing the drive again this year, many departments have already hit the 100 percent participation mark ... and that was only after the first four days of the campaign.

The drive will still be going strong until Monday, March 31 ... so if you haven't passed the buck to your supervisor, there is still time left.

Those departments that have hit the total participation mark thus far are:

Plant 2 — Parts-Dispatching; Forecasting and Loading; Planning; Systems and Facilities; Management and Staff; Detail Subs.-Management and Staff; Methods Engineering; Stress Relief.

Plant 5 — Motivational Programs; Plant Stores; Inventory Control.

Plant 11 — Assembly Tools

Plant 14 — Plant Stores

Plant 16 — Manufacturing Detail Parts

Plant 17 — Government Material Control; Router and Saw.

Plant 28 — Personnel Administration; Employment; GAA; Insurance, Records and Benefits; Security and Personnel Services Management; Corporate Security.

Plant 30 — NPO systems; Property Management; TLRV program.

Plant 35 — Material Management and Staff

Plant 37 — Router and Shears; Detail and Sub-Assembly

Headquarters — Secretary and Personnel; Corporate Quality and Safety; Treasurer's Office; Officer's Secretary; Corporate Development.

Perfect participation. Grumman employees in Plants 11 and 16 were the first departments in the annual GAA drive membership drive to hit the 100 percent mark.

Filing for fillings leaving spaces

When Grumman Aerospace initiated a dental plan early this year the response was immediate — thousands of application forms were whisked up and carted off to dentists all over the country. But there has been a slight problem ... although the dentists seem to be making plenty of fillings, there have been too many gaps in the claim forms returned to the insurance company. Hey, gang, Insurance & Records would like to remind everybody that they should be absolutely sure that all questions on the dental claim are answered before they are returned. Incomplete forms must be returned to the originators, and that delays payments to the dentists.

Another first. When No. 21 E-2C Hawkeye was accepted by the Navy on February 14 after only one airframe flight and one systems flight – the minimum required – it marked the first time this super-smooth routine occurred in the program. To mark that event, and the plane's delivery a month ahead of schedule, the Plant 4 E-2C production crew posed for a photograph before Navy took over the craft.

Nemovicher tests 'theories' during on-the-job training

"Many times the knowledge acquired in college is too theoretical, but on-the-job exposure helps a person cite the relevance between theoretical and practical application."

So says Rae Nemovicher who is currently serving her "co-op" internship at Grumman Aerospace while enrolled in Adelphi University's Management Program for Women. The Training and Development Co-operative Education department presently has two women in the Master of Business Administration Co-op program. Thea Drutman of Pace University is presently assigned to Grumman International.

Upon graduating from Queens College during World War II with a degree in mathematics, Nemovicher worked as an "engineer" for a radio company. "Women with a math degree were valuable assets in the technical field then." The war ended, and so did Rae's employment. Nemovicher married and put her energies toward raising a family. During the interim, she held jobs in market research and as a social investigator.

After her husband finished his doctorate in clinical psychology, "It was my turn to return to the academic world," says Nemovicher. But "mathematics had become too abstract on the graduate level," so she attained a master's degree in philosophy from N.Y.U.

During this period of travelling to-and-from the city for her evening courses, Rae spent over 10 years affiliated with the League of Women Voters on the management level. "The experience was invaluable ... but the old cliche 'there is no respect in a job if you are not paid' made me re-evaluate the direction my life was going in."

Nemovicher heard about the new Management Program for Women beginning at Adelphi and applied. The first semester she spent studying financial accounting, quantitative analysis, management, and marketing. Now in her second semester, she spends four days at Grumman and the fifth back on campus for further studies in behavioral science and micro-economics which concentrates on economics as it applies to individual businesses.

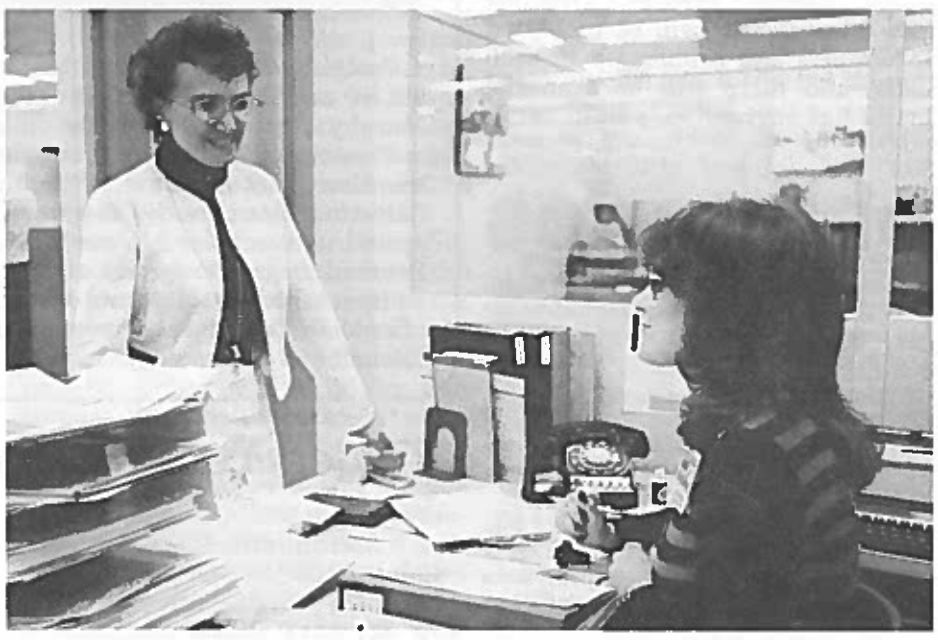
The M.B.A. candidate is presently assigned to Operations Quality in Plant 35. How does Nemovicher find the real-world of business compared to academe? "The co-op program is an excellent opportunity to apply and test the theories learned from management courses in an actual business environment.

"What I am most impressed with at Grumman — and it has probably been printed and said many times over — is the 'Grumman family' relationship. Everyone genuinely cares about the other person. My present supervisor, John Harriman, is invaluable as a 'real-time' instructor. He is constantly highlighting management problems and explaining how to remedy the situations and ramifications associated with them."

After completing her assignment in Operations Quality, Nemovicher is slated to be assigned to Calverton for six weeks, and then back to Bethpage in the Finance department.

The co-op student sees her assignment in Finance as an excellent opportunity to test her theory. "Some people are born artistically inclined, others mathematically — I'm the latter. Therefore, theoretically, I believe I would enjoy the finance world. Luckily, I'll have the opportunity to experience it before definitely setting a career path for myself."

Nemovicher views the Women's Management Program as an excellent educational tool for both women and the company. "Women are an untapped reservoir of managerial talent ... Sex has no discrimination when it comes to intelligence."



Master student. Rae Nemovicher (L) currently assigned to Operations Quality in Plant 35 chats with fellow worker Noreen Mancuso about an assignment. Rae is one of two women participating in a work-study master's program at Grumman. (Photo by Harry Prodromides)

letters

To the editor:

Haere-mai! Hallo! It's always a thrill to receive my Grumman magazines, especially as New Zealand has been so associated with your Company's 'craft dating back to the Avenger which has crop-dusted our hills from Whangamomona to Oeo.

My letter is to ask if any of your employees or staff would care to correspond with a Kiwi?

I'm 47, single, telegraphist, and have visited Lear-jet at Wichita and McDonnel Douglas at St. Louis. I'm interested in world affairs, airplanes, classical music – and exploring the nearby Talanaki hills.

Cheerio,

Stan Cooper
c/o Telegraph Office
New Plymouth
New Zealand

He wasn't smiling

It wasn't all smiles for car pooler Ray Ligotti, memorialized in the February 14 issue with an incorrect spelling of his last name. Ligotti may not be the first victim of those little "gliches" that creep into Plane News copy — and into practically everything else for that matter — but we at Plane News want to say "Sorry about that" and we'll try to be more careful in the future.

Sharing the driving helps cut gas bills, traffic jams

The driver who abandons solo trips to-and-from work in favor of a carpool can save money, help ease traffic congestion, and contribute to cleaner air ... and, just as important, help reduce the nation's dependence on foreign oil. According to the Automobile Club of New York, various government and private industry studies have estimated carpool savings in gasoline at five billion (yes, that's *five billion*) gallons a year and the personal savings to the carpooler at as much as $500 annually.

Starting a carpool could be easier than you think. It can begin with informal inquiries among neighbors who work at Grumman, or posting a notice on one of the company bulletin boards asking for riders is another method of recruiting carpool commuters. Perhaps you and others can stimulate enough interest to start a carpool program in the company.

In making any carpool arrangement, however, advance planning and the establishment of fair but firm rules are essential to insure its success. Here are some suggestions:

- Set a schedule of who will drive and when.
- If only one person will be driving, have the cost-sharing arrangement firmly settled before starting.
- Get your pick-up routes set well in advance — at individual homes or at a central point. Do the same for the return trip from work to home.
- Agree on how long the pool will wait for members who are late.
- Determine whether smoking, radio playing, or eating will be permitted in the car.
- If you're the driver, check with your insurance company to determine if your coverage is adequate and to verify that your policy has no restrictions on carpooling.
- Give the carpool a week's trial run. Then, be flexible enough to make any necessary changes agreed upon by the members.
- Read up on key issues so that your trip to-and-from work won't be dull.

Flower show schedule

With buds already popping up in some sheltered sections of Long Island flower beds, can spring — and the first flower show of the season — be far off? Well, according to Kay Zuk, who directs the Grumman Flower Forum, the first floral exhibit of the year is scheduled for Wednesday, May 7, at the Plant 5 cafeteria. On the judging list are tulips (single and parrot), narcissus, lilac, azalea, arrangements, and other seasonal flowers. Trophies and other awards will be presented to winners and runners-up in each class, and there will be a special prize for novices in single tulip.

calendar

Notice of events for period March 28 to April 10 should reach Plane News office by March 18.

Amateur Radio Club: Wed., March 19, 5 p.m., roof of Pl. 5; George Kraus, "The Care & Feeding of Grip Dip Oscillators;" guests welcome. Emmett Goodman, Ext. 87125.

American Prod./Inv. Control Society: Tues. March 18, 6:30 p.m. dinner, 8 p.m. speaker; Maine Maid Inn, Jericho; Mr. Stutzman: "Employment Search"; guests welcome. Norm Neilweil, Ext. 1855.

American Society for Metals: Wed., March 19, 5:30 p.m., King's Grant Motel; "Fun with Metals"- father/son/daughter night; R. Pond: John Hopkins U.; guests welcome. Serefino Carillo, Ext. 3076.

Coin Club (Bethpage): Every Wed., 12:05 p.m., Pl. 25 vendor confer. rms.; informal lunchtime meeting. Ken Hale, Ext. 1936.

Cycle Touring Club: Mon., March 24, 5 p.m., Pl. 28 aud.; spring season discussion; guests welcome. David Hartman, Ext. 86212.

Duplicate Bridge Club: Every Thurs., 6 p.m., Pl. 30 cafe.; guests welcome. Philip Hodge, Ext. 1195.

Family Campers: Sat., March 15, 8:30 p.m., Ital. Amer. Club, Huntington, dinner dance, old members/members/friends/guests invited. Earl Schroeder, Ext. 1923 (nights).

GAC Divers Club: Wed., March 19, 5 p.m., Pl. 28 lobby; employees and family members. Al Andreiev, Ext. 1565.

GACE Flying Club: Fri., March 14, Pl. 28 aud.; business, FAA film, discussion; visitors welcome. Betty Schledorn, Ext. 7372.

Instrument Soc. of America: Thurs., March 20, 7:30 p.m.; Cedar Creek Water Pollution Control Pl., tour; guests welcome. Ken Budd, Ext. 2275.

Ski Club: Wed., March 26, 8:30 p.m.; Plaza Restaurant, Hicksville; Donna Marie Petresky, Ext. 6466.

Stamp Club: 1st, 2nd, 3rd Wed. of each month, 5 p.m.; Pl. 30 cafe.; guests welcome; Steve Hoops, Ext. 3926.

obituaries

DANIEL B. TALLON of Honeycomb Final, Plant 3, died February 9 at the age of 56. He had been with the company since 1952 and lived at 60 West Zoranne Drive, Farmingdale.

GENEROSO IMBRIANO of Prod. Ctl. — Parts Ctl., Plant 2, died February 24 at the age of 56. He had been with the company since 1963 and lived at 2311 East 63rd Street, Brooklyn.

JOHN W. SCHAUER of Jigs Details and Sub-Assy., Plant 2, died February 27 at the age of 59. He had been with the company since 1959 and lived at 12-33 117th Street, College Point.

JAMES SPIEGEL of Facilities Maintenance, Headquarters, died March 2 at the age of 64. He had been with the company since 1967 and lived at 844 Washington Avenue, Westbury.

NASA salutes two engineers

Board Chairman Joe Gavin (2nd L) recently presented NASA Certificates of Recognition to Grumman engineers Charles Guarneri (2nd R) and Ronald Renman (R), who, along with Alvin Reed (he has since left the company), are authors of "Design of a Waste Management System." They received the certificates and $50 each as part of NASA's Technology Utilization Program. Both also received a Grumman pen and pencil set from Gavin as a demonstration of the company's interest in the program. Attending the presentation is Arthur Haapaniemi, New Technology Monitor. (Photo by Marie Trimborn).

Two get free ride to school

Cracking the books isn't the most enjoyable pastime in the world, but it can pay off. At least, that's what Barry Brandow and Bill Murphy discovered recently when they were saluted for academic achievement with tuition-free scholarships for the spring semester in the New York Institute of Technology after-hours program held at Calverton. Brandow (R) is shown above with Murphy (L) being presented with scholarship certificates by Ward Deutschman, director of External Degree Programs at N.Y.I.T. In the program, N.Y.I.T. offers courses which meet once a week for a total of 20 hours. Courses are offered in two-hour segments and credits may be applied toward a Bachelor of Technology degree.

Copernicus one high flyer still paying off

When the NASA/Grumman Orbiting Astronomical Observatory "Copernicus" — OAO-3 — completed 2½ years in space on February 21, says Frank McQuade of Grumman Aerospace at the NASA Goddard Space Flight Center, it had made 13,000 orbits of the earth. Copernicus has traveled more than 367 million miles during its mission and has been available for observation work for 98 percent of the time since it was launched from Kennedy Space Center. OAO-3 carries experiment packages from Princeton University and the University of London that concentrate on studies of ultra-violet and x-rays.

Railroad gang. Employing a little trick photography, members of the Grumman model railroad club pose in front of a specially designed Grumman caboose. The club will be opening its doors to Grummanites on March 19 and 22.

Model railroaders invite all to open-house inspection

The Grumman Model Railroad Club will be opening its clubhouse for inspection on Wednesday, March 19, from 5 to 9 p.m. and on Saturday, March 22, from 12 to 3 p.m. The clubhouse is appropriately located in the gray barracks-like building near the Plant 3 railroad crossing.

Aside from trains operating over 200 feet of track, there will be displays and demonstrations of kit building and various model techniques for home railroad engineers. According to club president Ray Munz, the major model-railroad town now has half of its buildings standing.

The Grumman model railroaders also have added a little Grumman ingenuity to their mini-railroad network. They have been using waste from the laser cutter for track ballast. They claim that the titanium oxide ballast being used is the most unusual ballast in the model railroad world.

The club house will be open to all Grummanites, and their families and friends. For more information, contact Ray Munz on Ext. 3277.

Stars shine

It seems the only way to chalk up a victory in the GAA basketball intramurals is to reach three-digit numbers.

Some thought last year's champs were fading stars after losing a heart-breaker to the Newcomers, but the Stars are still shining bright. In their 103-89 victory over the Kernks, Melvin Williams, Nat Kelly, and Gary Flynn contributed 27, 21, and 20 points, respectively.

The Stars found the winning formula once again as the defending champs annihilated the Prowlers, 108-90. Williams hit 41 points for the winners while Larry Donato had 22 points for the losers.

Meanwhile, the Kernks rebounded nicely from their Star loss by defeating GDS, 119-89. The Kernks, known for starting slow in the first half, got it together after halftime. By the end of the third quarter, they had built up a respectable 29-point lead. GDS' Bollisamo and La Porta fought hard with 22 and 21 points respectively, but the Kernks front line of Dave Jahoski (26), Vince Clerico (24) and John Klaus (24) proved too much for the GDS cagers.

'Superstar' Becker outscores lunchtime tourney opponents

At the same time O.J. Simpson was racking up points in the annual television Superstar competition, E-2 Support in Plant 2 was conducting its own search for a "lunchtime" Superstar.

The competition was just as keen but focused on more diversified and sedentary pastimes. Categories included such "sports" as: ring toss, darts, box ball, hit the penny, table hockey, table tennis, hit the stick, chin-ups, sit-ups, and arm wrestling.

The 30 contestants ranged in age from 27 to 63. The arm wrestling contest was cancelled in its early stages due to medical reasons, says Jack Pantano, tourney director. "We decided that when the guys started to turn purple it was time to call it quits."

Build-up for the push-up, chin-up, and sit-up competition brought many egos to the surface. Larry Frank claimed he could do 100 sit-ups while Joe Sardi assured everyone that he could at least sit-up. But when it came down to deciding the winners, the judging was a bit unorthodox. Fred Heald was heralded the top chin-up man with 30 ("He really only did 10 but the judges counted his triple chin.") ... John Duffy won the push-ups with 38 ("No one could tell if I was up or down.") ... and Dick Bisland capped the sit-up competition ("The judges accredited him with 125 though many claim that you couldn't tell if Dick was sitting up or lying down.")

Throughout these little lunchtime follies, there was one competitor who was near the top in most of the matches — it was Fred Becker, Superstar! He managed to rack up more points than anyone else and was awarded a custom-styled superman shirt for his feat.

Tourney directors Jack Pantano and Tom Maurici, (who both happened to tie for a distant second place behind Fred) predict that a spring-summer mini-Olympics will take place. Whether they'll let Superstar Fred Becker enter is up to the rest of the lunchtime gang.

Varsity captures Sperry Jamboree

Grumman sent its "cream of the crop" from the annual varsity roll-offs into the first of this season's bowling tournaments — and came out a winner. Whether it's the first of many tourney titles will be determined over the next two months.

In the annual Sperry Jamboree, Grumman fielded four teams: two five-man and two five-women squads. After the first game of the three-game tourney, the Grummanites jumped to an 82-point lead over the LILCO contingent.

In the second game, the Grumman keglers fell into third place — five pins behind last year's champ, Nassau County employees, and two pins behind LILCO. But the Grumman keglers opened it up in the final game to capture the industrial tourney season opener by 248 pins.

Men's varsity member John Alston was tapped as top men's bowler for the evening. He rolled the high individual three-game series with 209-203-213-635.

Stephens, Monte roll records

From the look of the bowling league highlights, the keglers aren't up tight and neither are the alleys. Several bowlers not only rolled games over 240, but also erased records that have been in the books for quite some time.

Ben Monte is one such keglophile. He recently punished the pins for a 266-633 series, and in the process, erased Ted Martines' 248 and Fred Piwowar's 609 Red league records. Other action in the Red league: Bob Nielsen, 225-581; and Ted Martines, 564.

In the Patchogue Mixed league alleys, Jerry Stephens of the Washouts rolled 237-267-180 for a new high series record of 684. Joyce Charland, also of the Washouts, rolled 210-192-575 for a new women's high series.

For the past few weeks, Tom Wood of the Blue Mixed league has just nicked the '200' game barrier. About the time Tom was ready to pack up his ole lucite bal de noir, everything started going right ... and by the end of the 10th frame, Tom not only had his first '200' game but also the league's high game record of 247.

In Gray league action, Don Ragas punished the pins for 256 while erasing Caesar Lapolo's feat of 247. Other highlights: Tom Cava, 225-213-598; Bob Maller, 221-215-576; and Steve Demay, 210-574.

Bob Moorehead of the Aerospace league fell 16 pins shy of knocking off Joe Solomon's high game record of 258. On the Aerospace alleys: Bill Rooney shot 205-200-603, and Ernie Jenkins had 225-567.

The Grumman Classified league has a new high game record breaker: Frank Catalano with 246. On the Great River alleys, Art Darcy's 202-578 and Bob Dudonis' 205 were bright spots.

Fore!

It still may be a bummer starting your day in the dark, but thanks to daylight savings time, golfers will be able to end the day on the fairways.

According to Mike Cherry of GAA, the Bethpage State Park season will open on Saturday, March 22. That means that twilight golf leagues can tee off as early as Monday, March 24.

Mike recommends that all GAA-sanctioned league secretaries as well as members of the Blue, Gray, and Tigercat golf leagues contact him right away to begin organizing league play. Also, any golfers who are interested in joining a Grumman league should call Mike on Ext. 2133 or 2269.

Pump over half-billion into Island's economy

Have you ever wondered what Grumman means to the economic health of Long Island? If you haven't considered that lately, here are a few facts to ruminate on:

Grumman added more than one-half billion dollars (that's $500,000,000) to Long Island's economy in 1974 — and that, as they say, is a lot of bread. Included in that figure are real estate taxes, leased property payments, subcontracts to local vendors, employee net earnings, contributions, water, gas, electricity, and telephone bills, and pension payments to retirees living on Long Island.

About 80 percent — 24,000 people — of the total Grumman Corporation workforce reside in Nassau and Suffolk counties and they were paid more than $350 million in wages (after taxes) in '74. They paid more than $73 million in Federal taxes and more than $17 million in N.Y. State taxes.

Grumman, which uses over seven million square-feet of floor space on Long Island, paid out nearly $6 million in property taxes on these properties. About $134 million, approximately 25 percent of our total subcontracting bill, was paid out to local vendors last year, while about $7.5 million went to Grumman pensioners living on Long Island in 1974.

What does Grumman mean to Long Island ...?

Grumman now offers retirees Major Medical participation

Starting January 1, Grumman Aerospace offered its retirees and their dependents who are presently covered by Grumman insurance for terminated employees the opportunity to participate in a group Major Medical plan.

According to Dolores Stierle, a supervisor in the Insurance Department, this Major Medical plan supplements the basic Medicare (if eligible) and Grumman medical benefits for retirees and their dependents by providing additional payments for hospital and doctor services. The plan includes reimbursement for practically all types of reasonable medical expenses, whether treatment is furnished in or out of the hospital. It even includes such expenses as special nursing care, medical appliances, and prescription drugs and medicines. After payment of basic Medicare and Grumman medical benefits, a retiree pays a deductible of $100 each year on accrued medical expenses; then Major Medical pays 80 percent of the remaining covered expenses up to a lifetime maximum of $50,000.

The cost for Major Medical in 1975 will be:

Retiree under 65 – $6.95 monthly
Retiree over 65 – no charge
Dependent under 65 – $9.75 monthly
Dependent over 65 – $7.75 monthly

This charge is in addition to any monthly charge which a retired person may be paying for his or her dependent under the basic Grumman insurance coverage. For additional information, please contact Dolores Stierle, Ext. 1040.

Star rider. When Maj. General William Maddox Jr. became the first General Officer to fly on mission track for the 73rd Military Intelligence Company, his return prompted a special presentation marking the event. Here, presenting a plaque to the general (2nd L) are CW2 Gary Prosser (L), recently selected Army Aviator of the Year in Europe, Captain Mike Blacker, and Major Franklin Griswold. (Army photo)

Mohawk gives star rider birds-eye view of Europe

HANAU, GERMANY — Maj. General William Maddox Jr. went airborne in a Grumman Mohawk on February 5 for a first-hand look at the surveillance operation of the 73rd Military Intelligence Company over Europe. It was the first time a General Officer flew on mission track for the 73rd. The 73rd MI Co. employs the Mohawk to provide combat surveillance and indirect target acquisition and is not only the oldest Mohawk company in existence, it is the *only* Mohawk unit assigned to Europe.

The two-star general, Commander of the U.S. Army Aviation Center and Fort Rucker in Alabama, operated airborne sensor equipment on a regular unit mission in the OV-1D aircraft. The flight gave General Maddox an intimate look at the proficiency required by 73rd air crews to perform side-looking airborne radar (SLAR) missions in Germany.

General Maddox is no stranger to the high-performance surveillance plane — his Aviation Center at Fort Rucker operates the Army's only OV-1 Mohawk aviator course. Besides that, General Maddox, a rated Mohawk pilot, ferried one of the first OV-1D Mohawks to be delivered to the 73rd from the United States in 1972. He is one of the Army's most experienced aviators with more than 10,000 flight hours and is a former Director of Army Aviation.

Dig this request ...

Grumman Ecosystems has a requirement, on occasion, for a person with credentials in Archaeology to assist, part-time, in environment impact studies. If anyone with this type of experience wishes to offer his or her services, please contact Ken Dow, Ext. 2473, or Doug Hill, Ext. 7017, at Ecosystems.

GRUMMAN plane news

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BULK RATE
POSTAGE PAID
BETHPAGE, N.Y. 11714
PERMIT NO. 284

Vol. 34, No. 5, March 14, 1975, Bethpage, N.Y. 11714